

**Southwestern Pennsylvania Commission
Transportation Technical Committee (TTC)
Meeting Minutes via Webex
May 11, 2023, 10:00 a.m.**

Attendees:

- Darin Alviano, Armstrong County Planning Commission
- Joel MacKay, Butler County Planning Commission
- Jeremy L. Kelly, Greene County Planning and Community Development
- Josh Krug, Indiana County Office of Planning and Development
- Amy McKinney, Lawrence County Planning
- Jason Theakston, Washington County Planning
- Daniel Carpenter, Westmoreland County Planning
- Brandon Leach, PennDOT Central Office
- Steven Shanley, Allegheny County Department of Public Works
- Dave Wohlwill, Pittsburgh Regional Transit
- Jeff Skalican, City of Pittsburgh
- Emily Ciganik, Allegheny County Department of Economic Development
- Brendan Coticchia, City of Pittsburgh
- Austin McDaniel, Washington County Planning
- Lisa Cessna, Washington County Planning
- Bella Fiume, Westmoreland County Planning
- Vanessa Shamberg, FHWA
- Lynn Manion, Airport Corridor Transportation Association
- Aaron Sukenik, Downtown Pittsburgh Partnership
- Mavis Rainey, Oakland Transportation Management Association
- Julia Cornell, PennDOT Central Office
- Harold Swan, PennDOT District 10-0
- Domenic DeFazio, PennDOT District 10-0
- John Alvetro, PennDOT District 11-0
- Jordan Bergamasco, PennDOT District 11-0
- Dave Hollahan, PennDOT District 11-0
- John Quatman, PennDOT District 11-0
- Rachael Duda, PennDOT District 12-0
- Angela Saunders, PennDOT District 12-0
- Jessica Setmire, PennDOT District 12-0
- Josh Theakston, PennDOT District 12-0
- Andrew Thompson, Kittleson and Assoc.
- Matthew Kelley, CDR Maguire
- Andy Waple, SPC Deputy Executive Director, Programs
- Domenic D'Andrea, SPC Transportation Director
- Chuck Imbrogno, SPC Staff
- Ryan Gordon, SPC Staff
- Anthony Hickton, SPC Staff
- Tom Klevan, SPC Staff

- **Indicates TTC voting member**

Attendance Cont'd:

Dan Bernazzoli, SPC Staff
 Leann Chaney, SPC Staff
 Ronda Craig, SPC Staff
 Erika Eagan, SPC Staff
 Lillian Gabreski, SPC Staff
 Caleb Knudsen, SPC Staff
 Nicholas Mannone, SPC Staff
 DJ Ryan, SPC Staff
 Greg Shermeto, SPC Staff
 John Weber, SPC Staff

1. **Call to Order**

Domenic D'Andrea called the meeting to order at 10:00 a.m. with a roll call for the TTC members.

2. **Public Comment**

There was no public comment.

3. **Action on April 13th TTC Meeting Minutes**

A motion was made by Jeremy Kelly and seconded by Jason Theakston to approve the minutes of the April 13th TTC meeting. The motion was approved unanimously.

4. **FHWA/PennDOT Central Office, Program Center Report from Brandon Leach, PennDOT Central Office and Vanessa Shamberg, FHWA**

Brandon Leach began the program center report by mentioning that on May 3rd, the Pennsylvania State Senate confirmed Michael Carroll as the next Department Transportation Secretary, a position he was in the acting role of since January 2023. Next, Brandon discussed the 12-year program public outreach results, in which he thanked all who participated in either the 2023 public comment survey, or the online forum on April 12th. The survey exceeded the goal of 10,000 participants statewide, which was the highest ever total of comments in a comment period ever. The online public forum which was held on May 12th, had over 3,000 attendees, and a recording of the forum will be available in the upcoming weeks on the Talk PA transportation website. Although the public comment period has concluded, the transportation survey will remain open until September 30th, so the opportunity to take the survey is still available. Brandon next spoke on a PennDOT announcement on statewide traffic deaths in 2022, which detailed that there were 1179 traffic deaths in 2022, which was a decrease from 1230 in 2021. Brandon mentioned that this was showing a trend in the right direction, and reportable crashes were also down in 2022, amounting to the lowest on record since 1951. There has been a focus on infrastructure improvements to roadways in an effort to further reduce fatalities and serious injuries, with approximately \$482 million in Federal highway safety improvement program funds being invested in 337 unique safety projects from 2017 to 202. During that same timeframe another \$50 million of State funds were invested in low-cost safety improvements in over 1,000 locations, which includes centerline rumble strips and high friction surface treatments.

Lastly, Brandon mentioned the upcoming PennDOT Connects municipal outreach meeting in District 12-0. Districts 10-0 and 11-0 held their meetings in previous months, however the District 12-0 Connects meeting

will be held on Wednesday, May 24th from 1pm to 3pm. It will be a hybrid meeting, with both in person and virtual attendance. The meeting will be held at the District 12-0 office, and a link to the meeting will be sent out to all who wish to attend virtually. Domenic D'Andrea asked a question about the TYP comment period, asking if they had a map of the locations of where the TYP comments came from, so we could locate comments in the SPC region. Brandon responded that they have in the past, and should be able to get location data available in the upcoming weeks.

Next, Vanessa Shamberg spoke on a number of grant opportunities which have recently opened, starting with the charging and fueling infrastructure discretionary grant program. The program has around \$700 million available this fiscal year for electric vehicle charging and alternative fueling infrastructure across the nation. Applications are due on May 30th for this program. The second program that has recently opened is the 2nd round of the Safe Streets and Roads for All program, which will be open until July 10th. Pennsylvania was awarded 10 Safe Streets and Roads for All grants last year, and both planning and implementation awards are available for this round. The third program Vanessa shared was the PROTECT discretionary grant program, which is for resilience projects related to natural hazards by climate change, flooding, or extreme weather. There are both planning and implementation grants available, and applications are due on August 18th. Vanessa next mentioned that there is a new wildlife crossing pilot grant program, in which \$111 million are available for projects that reduce wildlife traffic collisions, and improve overall habitat connectivity, which applications are due August 1st. Lastly, Vanessa went over the reduction of truck emissions at port facilities program, which \$160 million is available on projects that reduce emissions from idling trucks and equipment at ports. Applications are due on June 26th for this program.

5. **Action on Modifications to the 2021-2024 TIP**

A. PennDOT District 10-0

Harold Swan went over the two administrative actions for PennDOT District 10-0. The first administrative action was for a preventive maintenance project, which includes patching the existing concrete four-lane roadway and overlaying with bituminous binder and wearing courses, updating drainage and guide rail, replacing concrete median barrier, preservation work, and other miscellaneous construction on US 422 from the SR 3039 (Duffy Road) overpass to the intersection of Old Route 422 and Township Road #439 (Whipporwill Road) in Franklin, Connoquenessing, and Butler Townships, Butler County. The district requests to add a Federal FY23 Community Funded Project (CFP) appropriation award received from Congressman Mike Kelly's office to the construction phase in the amount of \$2,500,000 in FFY 2023, along with a required 20% State match in the amount of \$625,000. The source for the State funds will be the SPC District 10 Highway/Bridge Line Item. The district also requests to remove \$2,077,800 (100% Federal utilizing toll credits) from the construction phase in FFYs 2023 and 2024 due to the CFP appropriation award. The surplus construction funds will be placed into the SPC District 10 Highway/Bridge Line Item. The second administrative action was for a bridge replacement project, which carries SR 3007 (Meridian Road) over Connoquenessing Creek in Butler Township, Butler County. The district requests to increase preliminary engineering and add \$122,070 (100% State) in FFY 2023 due to scope changes, with the source of funding coming from the SPC District 10 Highway/Bridge Line Item.

Josh Krug made a motion to approve the administrative actions from PennDOT District 10-0, which was seconded by Jason Theakston. The motion was approved unanimously.

B. PennDOT District 11-0

John Quatman went over the one amendment and nine administrative actions for PennDOT District 11-0. The amendment was for pedestrian access, located at the 19th Street Gateway Connector and Riverfront District Connector Road, in Sharpsburg Borough, Allegheny County. The district requests to add a construction phase by \$1,250,000 (APL) and \$1,902,857 (PRV) in FFY 2025 to TIP for an Appalachian Regional Commission (ARC) awarded project. The first administrative action was for an interchange improvement, bridge preservation, painting, wall preservations, sound barriers, and full-depth reconstruction, located on PA 28 at the Highland Park Bridge Interchange (S.R. 8050) between Highland Park Bridge Road (S.R. 1005) and the associated ramps (SR 8952 and 8082) in Aspinwall, Fox Chapel, Sharpsburg, O'Hara and City of Pittsburgh in Allegheny County. The district requests to increase the construction phase by \$478,178 (NHPP) and \$322,822 (STP) in FFY 2023 to cover overruns/additional work, with the source of funding coming from numerous available deobligations. The second administrative action was for a safety improvement project, located on SR 2004 (Freedom Road) from SR 65 to Park Quarry Road in New Sewickley Township, Beaver County. The district requests to increase the right-of-way phase by \$2,911,721 (581) in FFY 2023 for settlement claim, with the source of funds coming from the Central Office Highway Reserve line item.

The third administrative action was for a bridge replacement project, located on SR 0018 over Abandoned Plant Access Road, South Beaver Township, Lawrence County. The district requests to add a planning and engineering phase \$150,000 (185) in FFY 2025 to initiate design, with the source of funding coming from the same project's final design phase. The fourth administrative action was for a bridge replacement project, located on SR 4059 (segment 10/offset 590 of Mars Valencia Road) 590' north of intersection with SR 4031, over branch of Breakneck Creek in Pine Township, Allegheny County. The district requests to add a right-of-way phase by \$75,000 (185) in FFY 2023 for updated property damage impact, with the source of funds coming from the Bridge - Allegheny County line item. The fifth administrative action was for a safety improvement project, located from Downtown Pittsburgh to Highland Park in the City of Pittsburgh, Allegheny County. The district requests to increase the planning and engineering phase by \$240,000 (CAQ) and \$60,000 (LOC) in FFY 2024 for current estimate, with the source of funding coming from a reduction of CMAQ allocation to this project from the construction phase of project and return to the SPC CMAQ line item. The sixth administrative action was for the same safety improvement project, located from Downtown Pittsburgh to Highland Park in the City of Pittsburgh, Allegheny County. The district requests to add a final design phase by \$240,000 (CAQ) and \$60,000 (LOC) in FFY 2026 for current phase cost and project schedule, with the source of funding coming from construction phase of the same project and SPC CMAQ line item.

The seventh administrative action was for a reserve line item adjustment, which deobligated the Forbes Ave Enhancement for \$334,110 (CAQ) to FFY 2023 and Allegheny River Green project for \$80,000 (CAQ) to FFY2025. The eighth administrative action was for a safety improvement project, located in the City of Pittsburgh's South Side along 18th Street. The district requests to increase the construction phase by 130,133 (CAQ) in FFY 2023 for unforeseen field conditions, with the source of funding coming from numerous available deobligations. The ninth administrative action was for a bridge replacement project, located on SR 4059 (segment 10/offset 590 of Mars Valencia Road) 590' north of intersection with SR 4031, over branch of Breakneck Creek in Pine Township, Allegheny County. The district requests the addition of a

construction phase by \$1,000,000 (185) in FFY 2026 to fully fund the project for an early 2024 project letting, with the source of funding coming from the Bridge - Allegheny County line item.

Jeff Skalican made a motion to approve the amendments and administrative actions from PennDOT District 11-0, which was seconded by Ann Ogoreuc. The motion was approved unanimously.

C. PennDOT District 12-0

Josh Theakston went over one amendment and nine administrative actions for PennDOT District 12-0. The one amendment was for study of the I-70 corridor in the PA 201 Interchange area and surrounding mainline 70 to determine needs in the area, located in Rostraver Township, Westmoreland County. The district is requesting to add the Study phase to the TIP in FFY 2023, with the source of funding coming from the D12 Highway/Bridge Line Item (MPMS# 76508). The first administrative action was for the replacement and/or removal of four traffic signals at various intersections along US 119 (Memorial Boulevard) and upgrading existing ADA and pedestrian facilities at the signalized intersections, and replacement of signing and pavement markings, located in the city of Connellsville and Connellsville Township, Fayette County. The district is requesting to increase the construction phase in FFY 2024/2025, with the source of funding coming from the Carbon Reduction Line Item (MPMS# 119279). The second administrative action was for betterment improvements to US Route 19 (Greene Street) and PA Route 21 (High Street), located in Waynesburg Borough and Franklin Township, Greene County. The district is requesting to remove a portion of existing funding from the construction phase and replace with earmark funds obtained during 2023 distribution, with the source of funding coming from the D12 Highway/Bridge Line Item (MPMS# 76508).

The third administrative action was for the replacement of the structure carrying Fairwood Drive over Tinkers Run (Fairwood Manor Bridge), located in Irwin Borough, Westmoreland County. The district is requesting to swap funding from STP in FFY 2024 to BRIP in FFY 2023 and to increase the funding for the construction phase based on current estimate, as well as adding and increasing funding on the utility phase in FFY 2023. The funding will be returned to the D12 Highway/Bridge Line Item (MPMS# 76508). Federal BRIP funds will be drawn from the D12 2023 Appropriation (MPMS# 119477). The fourth administrative action was for a more in-depth and complex study for development and analysis of possible concepts on the PA 21 Corridor, located across various municipalities in Fayette and Greene Counties. The district is requesting to add the Study phase to the project in FFY 2023 using earmark funds obtained during 2023 distribution and adding state funds, with funding coming from the D12 Highway/Bridge Line Item (MPMS# 76508). The fifth administrative action was for the replacement of the pedestrian structure over I-70 (From Ross Street to Carson Street) which will include updating the ADA facilities, located in Rostraver Township, Westmoreland County. The district is requesting to add the planning and engineering, utilities, and right-of-way phases to the TIP in FFY 2024, with the source of funding coming from the D12 Highway/Bridge Line Item (MPMS# 76508). The sixth administrative action was for the trail extension and tunnel preconstruction for the Westmoreland Heritage Trail's Middle Gap Development, located in Salem Township, Westmoreland County. The district is requesting to add the construction phase to the TIP in FY 2024 using earmarks funds.

The seventh administrative action was for the replacement of 1 traffic signal and minor improvements to 7 traffic signals located on Congestion Management Corridor 88 to implement an efficient traffic signal system and coordination timings, located in various locations in Westmoreland County. The district is requesting to increase the construction phase in FFY 2023, with the source of funding coming from the SPC CMAQ Line

Item (MPMS# 84078). The eighth administrative action was for the department force bridge replacement of the structure carrying SR 1027 (Richey Road) over a branch of Irish Run, located in Bullskin Township, Fayette County. The district is requesting to add the utilities, right-of-way, and construction phases to the FFY 2023 TIP in FFY 2023, with the source of funding coming from the D12 Highway/Bridge Line Item (MPMS# 76508). The ninth administrative action was for the replacement of two locally owned structures carrying Moyer Road over Mounts Creek, located in Bullskin Township, Fayette County. The district is requesting to change the flavor of funding for the right-of-way phase from A-185 in FFY 2025 to federal BOF funds in FFY 2023 on the 2023 TIP to match Reimbursement Agreement and to advance the funding year. The source of funding will return to the State A-185 fund, and federal BOF funds will be drawn from the District 12 Highway/Bridge Line item (MPMS# 76508) in their respective FFYs.

Daniel Carpenter made a motion to approve the administrative actions from PennDOT District 12-0, which was seconded by Jeff Skalican. The motion was approved unanimously.

6. **SPC Transit Unit Activities**

Tom Klevan gave a presentation on SPC Transit Unit current activities, beginning with an overview of a Mobile Fare Collection Feasibility Analysis. This feasibility analysis will be for a regional mobile transit fare system for transit agencies that operate within the 10-county Southwestern Pennsylvania region. The study will determine the regional interest and potential for a regional fare system. The study will also address the optimal process and entity to procure, implement, and manage a fare collection and trip-making solution for the region's transit agencies and address any planning needs. It will also result in recommendations for procurement implementation of the appropriate mobile transit fare system. Tom mentioned that the consulting team that the transit unit is working with also worked with a transit operation in Southern California on a similar project, and by learning what's happening across the country, they hope to be able to take some of the best practices from other transit agencies and bring that to Southwestern Pennsylvania. Next, Tom spoke on the Cranberry Multimodal Transit Hub Feasibility and Planning Study, which was a byproduct of the SPC SmartMoves Connections LRTP, and was sponsored by SPC for the feasibility and planning stage in October 2022. Transit planning's next step, the multimodal system and service plan, will develop a concept of operations plan for Cranberry Township and Southwestern Butler County that will evaluate scenarios with the potential to improve mobility for residents and to provide transit connections to employment and other life opportunities. Such configuration scenarios to be evaluated include destination/zone micro transit, on-demand transit at the township level, and first mile/last mile connections to potential mainline services.

The next Transit Unit activity that Tom spoke on was the Upper Allegheny Valley Service Analysis, which was an analysis of transit connections for upper Allegheny Valley, due in part to a relocation of the Social Security Office from New Kensington to Natrona Heights. This would be a multi-County, multi-transit provider coordination opportunity, as well as a SmartMoves Connections hub concept implementation. The service configuration scenarios include destination/zone micro transit and first mile/last mile connections to potential mainline services, and would be a demonstration service funding opportunity as well. Other ongoing activities in the SPC transit unit currently include technical support for federal and state discretionary funding opportunities for regional transit providers, technical support and steering committees for implementation activities for the Pittsburgh Regional Transit (PRT) long-range transit plan, NexTransit, which include BRT/Downtown routing and a full system redesign, as well as technical support for PennDOT Bureau of Public Transportation Shared-Ride Program evaluations.

Dave Wohlwill went into some detail on the system redesign for PRT, mentioning that it is the first redesign since the transit development plan, which was developed between 2007 and 2009. It will look to organize the network to better serve the needs of the riders and to reflect the changing travel patterns and tackle new developments in service areas. New hub studies, such as the Cranberry plan, would also be taken into effect in the development of this plan for future connections to adjacent Transit hubs. Anthony Hickton also promoted the CommuteInfo commuter challenge, which is an event which has taken place over the years in the region, and will run starting Monday, May 15th through the 21st. May is National Bike month, which includes National Bike to Work day, and the Pennsylvania Public Transit association has sponsored rider appreciation days this month. SPCs CommuteInfo program is active in promoting carpooling, vanpooling, walking, biking, or any other opportunity to get people out of single-occupancy vehicles. Anthony encourages members to visit the CommuteInfo and Agile Mile websites for more information on the challenge, and to help promote active lifestyles and for people to participate in the program.

7. Long Range Transportation Plan Update

Ryan Gordon gave an update to the Long Range Transportation Plan, noting that the draft LRTP is now complete, and available for public comment. He thanked everyone who worked on the LRTP in the work group meetings, and that the comment period would be open for the next 30 days. There will be meetings held in each county over the next month, either virtually or in-person, and the times and locations are noted in the agenda. Any comments heard during the meetings will be discussed and summarized during TTC in June, and any comments can also be left on the SPC website. Domenic D'Andrea also thanked everyone who worked on the plan, mentioning that the LRTP is the most important plan that SPC works on, and everything came together real nicely at the end from everyone involved.

8. 2025 TIP Update

Ryan Gordon gave a presentation updating the 2025 TIP, beginning with a mention that the STC pre-TIP comment concluded on April 30th. Statewide financial guidance work groups and general and procedural guidance work groups have released draft guidance, and SPC is continuing candidate draft development, discussing and identifying candidate projects for the 2025 TIP update. SPC has coordinated with each District and is in various stages of confirming dates for the work group meetings. Currently, District 11-0s meetings are to be determined, however District 10-0 and 12-0 have been scheduled. District 10-0s work group meetings will be on July 13th, August 7th, September 18th, October 16th, and November 30th, all from 1pm to 3pm and with locations to be determined. District 12-0s work group meetings will be on July 6th, August 2nd, September 7th, October 12th, and November 20th, all from 1pm to 3pm with locations to be determined. All meetings are scheduled to be in-person. Candidate projects will be submitted via the 2025 candidate template, which was emailed to potential applicants previously. There were also resources emailed out, which go into details on bridge, roadway, safety/operations, and new capacity projects. The candidate projects must have SPC long-range plan consistency, and the deadline to submit projects will be on June 23, 2023. Ryan also reminded everyone that air quality, active and community candidate projects will come through a separate competitive process for the CMAQ, CRP, TA, and Smart programs. Ryan went into next steps for work group members, mentioning to review the draft timeline and draft process which was attached to the agenda and to send any comments on these back to SPC. As meeting dates and locations are confirmed, Ryan will be in touch with members of each district to keep everyone up to date. Work group members are to continue to confer with key staff on candidate projects and to utilize resources to populate candidate submission templates up through the due date. SPC staff will work on TIP work group draft meeting outlines and continue to participate in statewide guidance development.

Ryan next presented on the SPC competitive programs for the 2025 TIP, which includes the Transportation Alternative Set-Aside Program (TA), the SPC Congestion Management and Air Quality Program (CMAQ), and new for this cycle the SPC Carbon Reduction Program (CRP). The purpose of the CRP is to reduce transportation carbon dioxide emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions. This reimbursement type program will have a 20% match, and will have approximately \$4.5 million per year nationwide, with a competitive application process every two years. Projects must reduce transportation carbon dioxide emissions, and must be considered in the regional LRTP. Also new for this cycle will be the consolidation of the process for TA/CMAQ/CRP programs into one application period to be more streamlined and beneficial to all projects. One of the reasons for this consolidation is because the new carbon reduction program ties into the other two programs. Other reasons include to make the competitive programs easier to understand, and to sync up the schedules so that there is one calendar for application deadlines for all three programs. This will move the CMAQ application up earlier than it typically has ever been. It also allows for one combined pre-application across programs, and allows a project to compete across multiple programs. One selection committee will be used for all three programs, and will discontinue the use of TTC for the TA project selection. This will also ensure that the best CMAQ projects will be funded with CMAQ funds to drive up CMAQ performance in the future, as well as making sure CRP funds are going to the correct carbon reduction projects as well.

Not changing for the competitive programs will be the use of a selection committee, which includes many TTC members, for the final review of the project evaluation scoring and project ranking. There will be an emphasis on deliverability and the use of an impartial committee of experts to review and score the candidate projects, and an emphasis on a data driven, technical, project evaluation and use of Decision-Lens to produce data-driven results and project rankings. There will be a focus on CMAQ performance measures and weighting on technical scoring for those projects. Program guidance for the competitive projects will tentatively be released on June 1st, with a pre application period opening on SPCs website around then as well. The deadline for pre-applications will be in mid-July, in which SPC will get back on eligibility of projects to applicants, with a detailed application deadline for projects in mid-September, and projects selected by the December TTC meeting.

Ryan next went over changes in the programs in comparison to last year, starting with the TA program. The only change in the TA programs with sponsor eligibility is that nonprofit organizations can now submit projects without an entity responsible for the admin of local transportation safety programs. There was also no change in the 11 project categories for the TA program, as well as the match approach being 100% for construction phase funds, with the local project sponsor being responsible for completing all pre-construction activities. There will be an increase in the maximum award per project for TA projects, from \$1 million to \$1.5 million, which is consistent with statewide TA guidance. A pre-application will be required, and the evaluation will be very similar to the 2023 TIP process, with a consideration to Justice 40 areas and trail connection bonus points which will be determined by DCNR trail gaps. The CMAQ program will have no changes to sponsor eligibility or match requirements (20% non-federal hard match), however it will introduce four new project eligibilities in shared micro mobility, the purchase of diesel replacement or medium and heavy-duty zero emission vehicles, the modernization or rehabilitation of a lock and dam or marine highway (if connected to the federal-aid highway system), and alternative fuel projects, vehicle refueling infrastructure that would reduce emissions from nonroad vehicles. There will also be an inclusion of evaluation criteria for EJ and Justice 40 for CMAQ projects. Given the similarities to the CMAQ program,

the CRP program guidance will be integrated into the existing CMAQ program guidance. SPC will model and estimate the carbon dioxide reduction for the applicable candidate projects, and carbon dioxide reduction per dollar spent will be a factor in the technical scoring.

9. **Other Business/Status Reports**

There was no other business or status reports to update.

10. **Adjourn**

A motion to adjourn was made by Jeff Skalican and seconded by Jason Theakston. The motion was passed unanimously and Ryan Gordon called for the adjournment of the meeting at 11:49 AM.